

is controlled according to a second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the driving force of said first running mode and the driving force of said second running mode exceeds a predetermined value, the driving force of the vehicle is controlled to be gradually approached to said driving force of the second running mode.

17. (new) A method of controlling a vehicle according to claim 16, wherein the driving force of the vehicle is controlled to be gradually approached to said driving force of the second running mode by controlling an air/fuel ratio of an engine of said vehicle.

18. (New) A method of controlling a vehicle, wherein when an acceleration/deceleration rate of the vehicle is changed from an acceleration/deceleration rate of a first running mode wherein an acceleration/deceleration rate of the vehicle is controlled according to a first target value determined from an accelerator pedal position to an acceleration/deceleration rate of a second running mode wherein an acceleration/deceleration rate of the vehicle is controlled according to a second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the

acceleration/deceleration rate of said first running mode and the acceleration/deceleration rate of said second running mode exceeds a predetermined value, the acceleration/deceleration rate of the vehicle is controlled to be gradually approached to said acceleration/deceleration rate of the second running mode.

19. (New) A method of controlling a vehicle according to claim 18, wherein the acceleration/deceleration rate of the vehicle is controlled to be gradually approached to said acceleration/deceleration rate of the second running mode by controlling an air/fuel ratio of an engine of said vehicle.

20. (New) A method of controlling a vehicle, wherein when a driving shaft torque of the vehicle is changed from a driving shaft torque of a first running mode wherein a driving shaft torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position to a driving shaft torque of a second running mode wherein a driving shaft torque of the vehicle is controlled according to a second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the driving shaft torque of said first running mode and the driving shaft torque of said second running mode exceeds a predetermined

value, the driving shaft torque of the vehicle is controlled to be gradually approached to said driving shaft torque of the second running mode.

21. (New) A method of controlling a vehicle according to claim 20, wherein the driving shaft torque of the vehicle is controlled to be gradually approached to said driving shaft torque of the second running mode by controlling an air/fuel ratio of an engine of said vehicle.

22. (New) A method of controlling a vehicle, wherein when a first target value of a driving shaft torque of a first running mode wherein an engine torque of the vehicle is controlled according to the first target value determined from an accelerator pedal position to a second target value of a driving shaft torque of a second running mode wherein the engine torque is controlled according to the second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the first and second target values exceeds a predetermined value, the target value is controlled to be gradually approached to said second target value.

23. (New) A method of controlling a vehicle according to claim 22, wherein the target value is controlled to be gradually approached to said second target value by controlling an air/fuel ratio of the engine of said vehicle.

24. (New) A control apparatus for a vehicle, wherein when a first target value of a first running mode wherein an acceleration/deceleration rate of the vehicle is controlled according to the first target value determined from an accelerator pedal position to a second target value of a second running mode wherein an acceleration/deceleration rate of the vehicle is controlled according to the second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the acceleration/deceleration rate of the first running mode and the acceleration/deceleration rate of the second running mode exceeds a predetermined value, the acceleration/deceleration rate is controlled to be gradually approached to the acceleration/deceleration rate of said second running mode.

25. (New) A control apparatus for a vehicle according to claim 24, wherein the acceleration/deceleration rate is controlled to be gradually approached to the

acceleration/deceleration rate of said second running mode by controlling an air/fuel ratio of an engine of said vehicle.

26. (New) A control apparatus for a vehicle, wherein when a first target value of a first running mode wherein a driving shaft torque of the vehicle is controlled according to a driving shaft torque of the vehicle is controlled according to the first target value determined from an accelerator pedal position to a second target value of a second running mode wherein a driving shaft torque of the vehicle is controlled according to the second target value determined from an environmental operating conditions ahead of said vehicle, if a difference between the driving shaft torque of the first running mode and the driving shaft torque of the second running mode exceeds a predetermined value, the driving shaft torque is controlled to be gradually approached to the driving shaft torque of said second running mode.

27. A control apparatus for a vehicle according to claim 26, wherein the driving shaft torque is controlled to be gradually approached to the driving shaft torque of said second running mode by controlling an air/fuel ratio of an engine of said vehicle.

cancel A/

28. (New) A control apparatus for a vehicle, wherein when a first target value of a driving shaft torque of a first running mode wherein an engine torque of the vehicle is controlled according to the first target value determined from an accelerator pedal position to a second target value of a driving shaft torque of a second running mode wherein the engine torque is controlled according to the second target value determined from an environmental operating condition ahead of said vehicle, if a difference between the first and second target value exceeds a predetermined value, the target value is controlled to be gradually approached to said second target value.

29. (New) A control apparatus for a vehicle according to claim 28, wherein the target value is controlled to be gradually approached to said second target value by controlling an air/fuel ratio of an engine of said vehicle.